

Exact Destination: Canadian Border Crossing in Sweetgrass MT.

Environmental Checklist for Motor Carrier Services Form 32-J Permit Application.

The issuance of a 32-J Permit is a "state action" requiring review under the Montana Environmental Policy Act (MEPA). The following information is necessary for MDT to conduct the necessary MEPA review. **If you have MEPA-related questions, please contact MDT Environmental Services Bureau at 406.444.7228.**

| | Yes* | No* | Comment |
|---|-------------------------------------|-------------------------------------|---|
| 1. Will the proposed action involve construction and/or earth disturbing activities such as construction of new or improvement of existing turnouts and/or utility relocation? (If " yes" please list the exact locations of the proposed construction and/or earth disturbing activities and attach project plans, maps, photos, and ownership records for those sites. If " yes" please complete and attach an Environmental Checklist for Encroachment/Occupancy to describe impacts at each construction and/or earth disturbance location.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Overhead lines are currently under evaluation to identify ownership and have them permanently raised. |
| 2. Will the proposed actions involve activities that will permanently change the physical features or characteristics of the route such as construction activities or sign and/or utility modifications? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | A few overhead lines on the route will be raised but will not be noticeable. |
| 3. If granted, will this 32-J Permit be used for greater than 50 loads total? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 4. If granted, will this 32-J Permit be used for greater than 10 loads per week? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 5. Will the number of loads associated with this overall project (that may be covered under additional 32-J Permits/Applications) be greater than 50? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

| | | | |
|---|--------------------------|-------------------------------------|--|
| 6. Will any of the loads involve transport of potentially hazardous substance? (If " yes" , list potentially hazardous substances and attach MSDS information as applicable.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 7. In regard to this 32-J Permit Application and/or the overall project that will be supported by the haul associated with this 32-J Permit Application, is there any documented controversy on environmental grounds? (For example, has the applicant or the project being facilitated by the applicant received a letter or petition from an environmental organization?) (If " yes" , describe and attach copies of written correspondence.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 8. Would the proposed haul involve utilities interruptions? (If " yes" , please describe the proposed utility interruption(s) and complete and attach appropriate Environmental Checklist(s) for Utilities.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 9. Has the movement been coordinated with applicable county, municipal, and/or tribal governments to minimize potential for interference with local events and/or emergency vehicles, adverse impact to businesses, and/or inconvenience to the traveling public? If " yes" list officials with whom you have coordinated and/or attach documentation. If " no" provide rationale. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Contact has been made with some of the county and tribal officials but this is a conceptual application with official notification to be given to all affected jurisdictions at the time of transport. |

*If the applicant marks a large box, MDT Environmental Services Bureau will review the 32-J Permit Application and supporting information to determine if the granting of the permit would require a more in-depth environmental analysis to demonstrate compliance with the Montana Environmental Policy Act (MEPA). This 32-J Permit Application will not be considered "complete" until the appropriate MEPA analysis has been conducted.

Rail Crossings - If the proposed route crosses railroad tracks you must notify Burlington Northern Santa Fe Railroad at 1-800-832-5452, Montana Rail Link at 1-800-338-4750, Union Pacific Railroad at 1-888-870-8777, Dakota, Missouri Valley and Western at 701-223-9282, Rarus Railway Company at 406-563-2851, Central Montana Railroad Inc at 406-567-2223, Trinity Rail Services Inc at 406-232-1527 for assistance prior to movement.

Private Property – It is the responsibility of the carrier to make the appropriate arrangements with land owners. The permit does not authorize movement on private property, or alteration of private property without the owner's specific approval.

ENVIRONMENTAL CHECKLIST

Project Name and Project Number: _____

UPN: _____

| Area of Statutory-Regulatory Compliance (Provide precise citations for applicable statutes and regulations at the end of this Checklist.) | | N/A | Review Required* | Permits Required* | Conditions and/or Mitigation Actions Required* | Note and Attach Documentation |
|--|--|-------------------------------------|--------------------------|--------------------------|--|-------------------------------|
| 1. | Historic Properties (SHPO) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. | Floodplain Management (County) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. | Wetlands Protection (COE) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. | Noise (DEQ) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. | Air Quality (DEQ) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. | Manmade Hazards | | | | | |
| | Abandoned Underground Storage Tanks | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Leaking Underground Storage Tanks | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Possible Hazardous Waste Sites | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Airport Clear Zones | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. | Water Quality (DEQ or EPA for reservation projects) | | | | | |
| | Surface Water/Water Quality | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Groundwater & Aquifers ¹ | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. | Farmlands | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. | Environmental Justice | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. | Threatened or Endangered Species, Fish & Wildlife (USF&WS) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This Environmental Checklist is to accompany the Transportation Plans (2) submitted to MDT for movement of oversized plant modules fabricated in Bynum to be delivered to the Canadian border in Sweetgrass by Mammoet USA based in Rosharon, TX.

| Area of Statutory-Regulatory Compliance (Provide precise citations for applicable statutes and regulations at the end of this Checklist.) | | N/A | Review Required* | Permits Required* | Conditions and/or Mitigation Actions Required* | Note and Attach Documentation |
|--|--|-------------------------------------|--------------------------|--------------------------|--|-------------------------------|
| 11. | Biological Resources - Habitat containing sensitive species; either nesting, foraging, or inhabiting (MDFW&P/MSL) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. | Is there substantial, local, regional or other controversy on environmental grounds? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. | Section 4(f) - Would project change use of park, recreation area, wildlife refuge, or waterfowl refuge (23 CFR 771.135)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. | Section 6(f) - Would project change use of protected properties acquired or developed with Land and Water Conservation Funds administered by the Department of Fish, Wildlife and Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. | List other agencies contacted. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| *Attach evidence that required actions have been taken. | | | | | | |
| ¹ Including the Missoula Sole Source Aquifer; contact the CTEP Section for further information regarding Missoula area projects. | | | | | | |

Please refer to utility survey (attached) for details of waypoints where utility work will be performed.

Certification

I certify that the findings on the proceeding Environmental Checklist accurately reflect the status of compliance with applicable laws and regulations for the proposed transportation project.

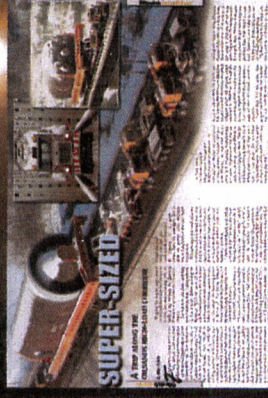
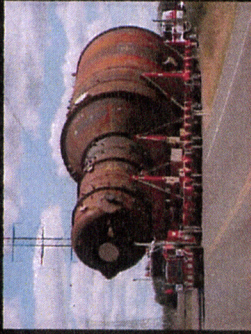
Signature

Type Name and Title of Environmental Certifying Official

Date

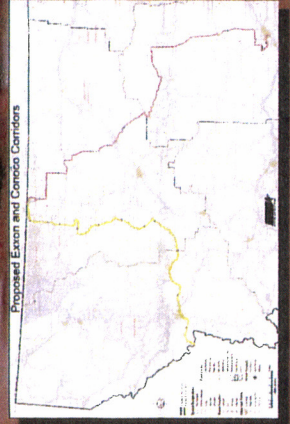
Proposed High and Wide Corridors Briefing

Revenue and Transportation Oversight Committee



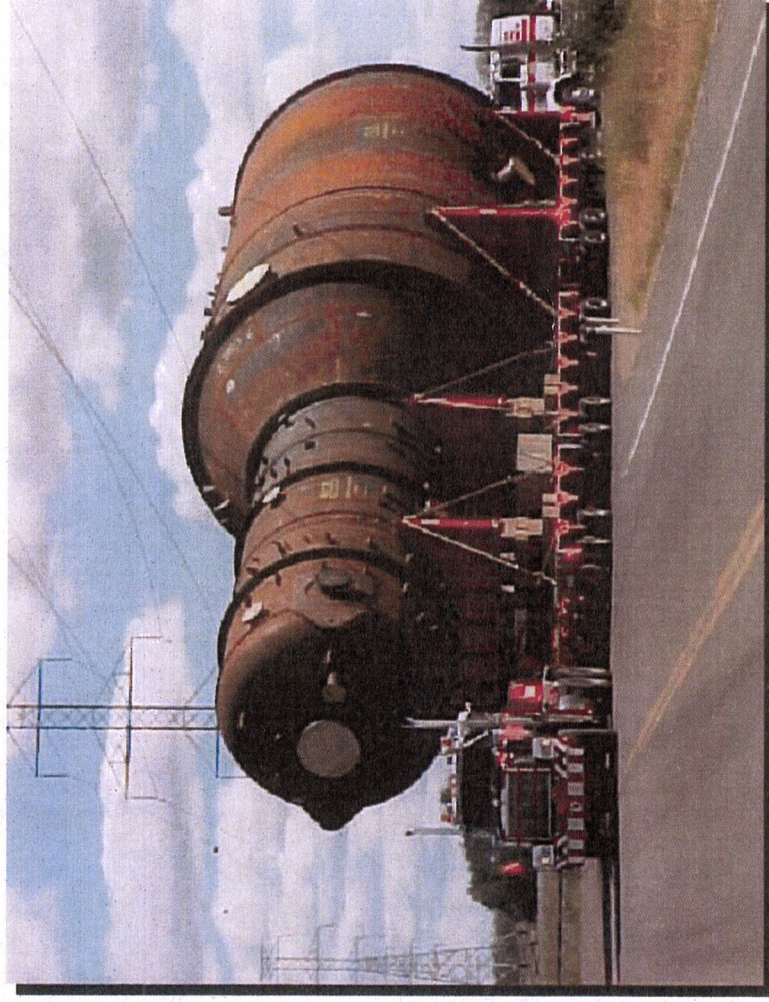
By Jim Lynch, Director
Montana Department of Transportation
July 2009

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Topics

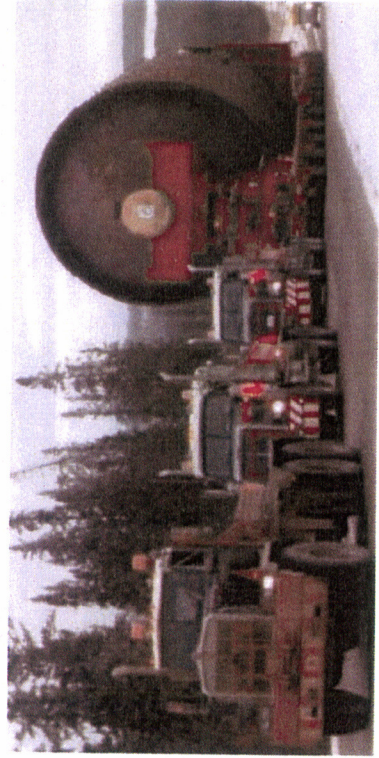
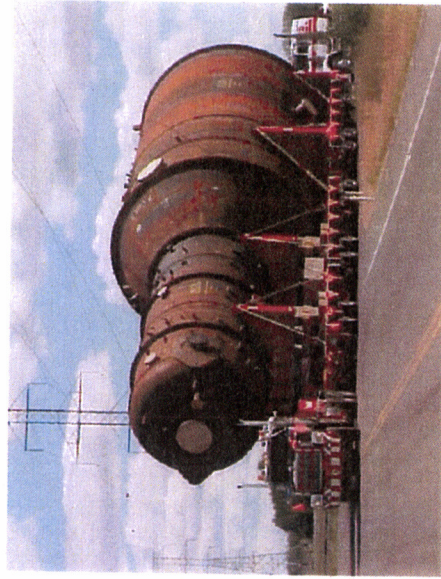
- Topics :
 - Kearl Oil Sands Overview
 - Exxon Corridor Proposal
 - Premay Corridor Proposal
 - Current Status & Concerns



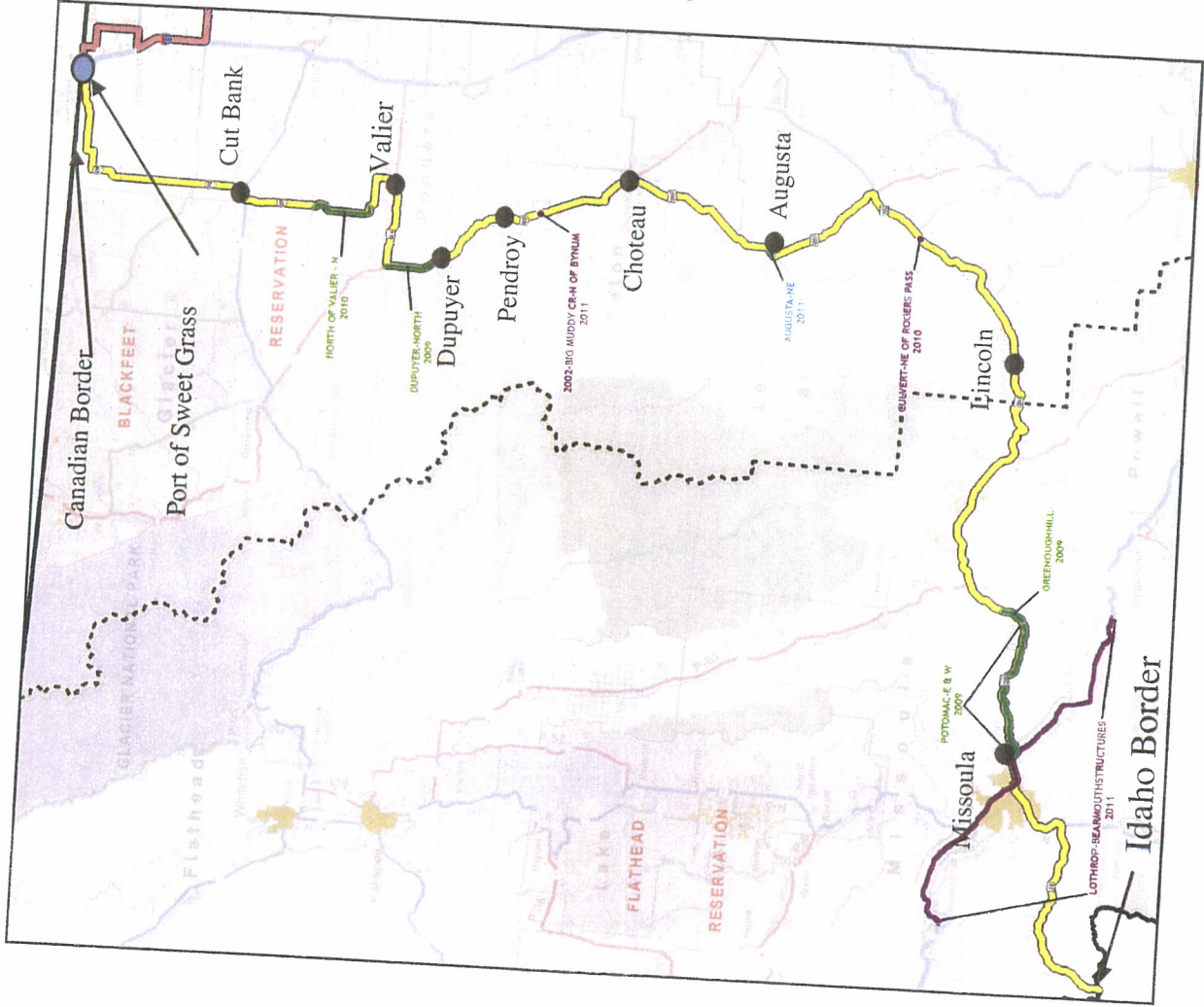
Exxon Transport Corridor Proposal



The Vehicles.....



Exxon Transport Corridor Proposal



Impacts to Montana

- Traffic Safety & Operations
- Communities along the route.
- Nearly 654 utility modifications or relocations.
- 28 Overhead Obstacles identified as needing modifications/removal - Signals, Sign Bridges, Utility lines & poles.
- Many unknown or potential impacts

Total Distance in Montana= 287 mi.

Missoulian

Test module hits wire, cuts power to 1,300 homes

By KIM BRIGGEMAN of the Missoulian | Posted: Wednesday, April 13, 2011 6:45 am

The big blue megaload that a Canadian oil company says will validate its plan to send many more up U.S. Highway 12 in Idaho and Montana got off to a rough start.

The wide load hit a guy wire alongside the highway near Orofino, Idaho, early Tuesday, setting off a sequence of events that led to an hours-long power outage in some 1,300 area homes and businesses, and forcing a highway closure of some 60 minutes.

The mishap happened shortly after 1:30 a.m. PDT, a few hours after the big rig struck and broke off a giant tree branch near the Lewiston Rose Garden as it left town. The branch was 10 inches in diameter and 20 feet long. No traffic delays resulted.

Imperial Oil/ExxonMobil's test module, bound eventually for the Kearl Oil Sands of Alberta, Canada, finished the night parked 13 miles short of its designated stopover near Kooskia.

"In the interest of safety we halted the move at that point so we could completely assess the situation," said Imperial Oil spokesman Pius Rolheiser. "We're working with the Idaho Transportation Department to understand what happened and to learn from it, and to make adjustments to our transportation plan."

It appeared the plan to make the 182-mile trip to Lolo Hot Springs in Montana by Thursday morning was off. Rolheiser called it "highly unlikely" the trip would continue Tuesday night as proposed.

The Idaho Transportation Department issued a statement saying it had requested Mammoet, the international company transporting the load, to investigate and report on both incidents. ITD spokesman Adam Rush said Mammoet would not be allowed to proceed until the report had been received and approved.

"When we're working with haulers and shippers, our approach is to have an exchange of information with them and to improve transportation plans moving forward," Rush said. "We don't like to levy fines right from the get-go or flat out deny people permits, but we do ask them to make changes."

Neither Rush or Rolheiser claimed to know how the accident near Orofino occurred. The load is 24 feet wide, 30 feet high and some 250 feet long counting pull and push trucks. It's reportedly the biggest load to ever travel on the winding highway up the narrow Clearwater and Lochsa river valleys in Idaho.

According to an ITD news release, the guy wire was attached to a power pole near milepost 47, a couple of miles southeast of town. The transport struck the wire, breaking a pole it was attached to. The broken line flew over a heavy high-voltage power line, shorting it out. The highway was closed until Avista Power could assess the situation.

The Lewiston Tribune reported that power was lost in the areas of Weippe and Pierce, small towns west of Highway 12, for almost five hours. According to Rolheiser, it wasn't that long.

"It's our understanding from the local utility company that a number of customers were temporarily affected. The incident took place at 1:30 last night and it's our understanding that power was restored to all customers before 5 a.m.," he said.

"Obviously we apologize for any inconvenience that that might have caused."

High loads raise some issues

Members of several electric cooperatives in Montana — including Yellowstone Valley, Fergus, Marias River and Hill County — have likely seen or heard some extremely oversized loads go through their areas recently, and members probably have felt an impact in one way or another.

Dale Rikala, line superintendent for Fergus Electric, said that about two of the supersized loads pass through that cooperative's service area each week. The loads, which are shipped by Bay Limited, are manufactured in Billings and bound for the Canadian tar sands. They leave the Magic City at about 1 a.m., and then pull over south of Roundup at around 6 a.m., where they must remain until about 9 a.m. to allow school buses to finish their routes without having to wait behind the slow-moving loads. The semi-trailers then go to Roundup, west to Hilger and then on to the Denton Highway. The trucks have to be off the road by 3 p.m. to be in compliance with their permits, so they spend the night in Denton before heading north.

The loads vary in size, but while they are not the infamous megaloads that previously came from Idaho and went through Big Sky Country, they are all large and present challenges to the cooperatives. Rikala said the loads have been anywhere from 210,000 pounds to 260,000 pounds, averaging 24- or 25-foot tall and 100-foot long. The current batch of loads includes ones permitted to be 29½-foot tall. That presents a problem for cooperatives because the previous height standard for power lines that cross highways was first 20-foot tall, then 22 feet. Rikala said the current standard for new crossings is 25 feet, which clears the recent tall loads, but even those lines have to be de-energized



Photo courtesy of Fergus Electric

when the 30-foot-tall loads come through. In that case, members in the impacted area will be notified of a planned outage.

Mark Grotbo, manager of Marias River Electric, said that because his cooperative is on the northern portion of the route, the planned outages haven't always gone smoothly. Several times crews have been waiting to lift lines only to not have the loads come through as scheduled, other times the cooperative has been given late notice of a change in anticipated arrival time. In either case, the planned outage has to be rescheduled, crews recalled and residents notified again.

"It's an extreme inconvenience for the members," Grotbo said. "(The shipments) are totally driving the schedule."

He did note that the state recently made changes to the permits, preventing the loads from traveling in inclement weather, and requiring them to move through service areas where the lines must be lifted only in the mornings.

Even so, Grotbo said the commitment to make the shipments wasn't made until May, and the shipment period didn't begin until August, leaving residents who have to have their electric — and any electric heating system — shut off for a period in the cold winter months none too happy.

"This is ten-fold the number of complaints I've had on any other issue," said Grotbo, who has been the manager at Marias River for eight years.

He noted that in addition to households, the outages affect oil and natural gas producers who must shut down their wells during the planned outages. The producers then must go through the process of ensuring a well doesn't freeze and performing a cold-weather start on their equipment — and pay dozens of workers overtime wages to do it.

"Just because you notify members, doesn't mean it's convenient for them," Grotbo said, adding that while Bay Limited pays for the cooperative's work associated with raising or burying lines, producers are not compensated for the lost production or increased payroll expenses associated with planned outages.

He added that many of Marias River's lines along the route are high-voltage transmission lines, which are difficult to bury.

Rikala said it is very important that members know none of the costs of the cooperative crews' work associated with getting the high loads through the area will be reflected on their electric bills.

"Bay Limited is paying for when we actually have to lift wires, they also are paying for when we have to increase crossings — we want to get 35 feet above the highway — or when we actually bury the lines under the highway," Rikala said.

Ty Lamb, line superintendent for Yellowstone Valley, said Bay Limited is paying to bury all of the distribution power lines that cross the high-and-wide-load route in that cooperative's service area.

"We're going to bury that whole route," Lamb said. "We've been very proactive from the start on this. We're not gonna raise (the lines) on the chance they go taller on us later. We're burying everything we can."